STATE OF UTAH — DEPARTMENT OF SOCIAL SERVICES

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BUREAU OF ENVIRONMENTAL HEALTH
72 East 4th South
Salt Lake City, Utah

December 8, 1970

Mr. Leslie R. Hughes
Promontory Chapter
National Historical Railroad Society
3684 South 3rd East
Salt Lake City, Utah 84115

Dear Mr. Hughes:

According to news media reports, Promontory Chapter, National Railroad Historical Society has made arrangements whereby a steam powered railroad locomotive will be used for periodically transporting passengers through scenic Provo Canyon, terminating at Heber City.

Officers and members of Promontory Chapter are commended for recognizing the recreational potential of the venture.

Because of the probability that the locomotive will be a source of visible air contaminants, we are enclosing herewith a copy of the proposed Code Of Regulations Relating To Air Quality Restriction Of Emissions Of Visible Air Contaminants. It is expected that the Code will be adopted during January 1971 essentially as proposed.

The restrictions applicable to existing installations (Section A) apply to the subject locomotive. Whether or not the locomotive can meet the standards as given in Section A depends upon a number of factors such as: type and grade of fuel; rate and method of firing; air quality control equipment and/or techniques; line grade; weight of loads transported.

Should it be that you plan to use coal for fuel, we suggest that either fuel oil, LPG or LNG be used instead. It is doubtful that visible emissions from a coal fired locomotive can be kept below maximum permissible opacity. Heavy grade fuel oil would probably not be acceptable. As a matter of fact, we are informed that modern diesel powered locomotives operating above 3,000' elevation will have difficulty in meeting visible emission standards.

Should there be any questions regarding this matter, please let us know.

Yours very truly,

Grant S. Winn

Grant S. Winn, Ph.D.,
Air Quality Section

GSW:rc

enclosure